



## **Open House Summary October 9, 2002 Blaine School, 5:30 to 8:30 pm**

### **Overview**

The first Magnolia Bridge Project Open House was held on October 9, 2002, from 5:30 to 8:30 PM at the Blaine K-8 School in Magnolia. Stations were set up in the Blaine School cafeteria to address the following topics (names in parentheses are those who manned each station):

- History of Magnolia Bridge (unmanned)
- Public involvement and common themes (Brad Hoff, EnviroIssues)
- Urban design opportunities (Lesley Bain, Weinstein Copeland; Stevan Johnson, Johnson Architecture & Planning)
- Environmental concerns (Richard Butler, Shapiro)
- Transportation and traffic (Don Samdahl, Marai)
- Route alignment input (Lamar Scott, Andrew Laski, KPFF)

Also in attendance from the project team were Kirk Jones (Seattle Department of Transportation Project Manager), Marybeth Turner (Seattle Department of Transportation), Lee Holloway and Peter Smith (HNTB), and Sarah Brandt and Hadley Greene (EnviroIssues). Approximately 140 people signed in at the meeting, but it is estimated that nearly 200 members of the public attended the open house.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, who took personal notes and kept lists of comments on large notepads near their stations, (2) on large notepads, where the public was invited to personally write any comments or questions about the project, and (3) on comment forms attached to the end of the informational handout provided (meeting attendants were invited to complete the comment form and leave it at the meeting or mail it in at a later date). Approximately 30 comment forms were collected at the meeting.

The public expressed concern and interest in a variety of topics during the Open House. Several themes were mentioned repeatedly on the comment forms, on flipcharts, or during discussions at the Open House. To avoid redundancy, substantive comments collected at the Open House are summarized below. Following the general summary are brief descriptions of the nature of responses captured on the comment sheets (i.e., what topics were emphasized in response to each question) and flipcharts. Attachments at the end of this document provide verbatim responses from comment forms and the flipcharts.

### **General Summary**

The following issues were raised during the open house during discussions with project team members or listed on flipcharts or comment forms.

- **Keep the bridge open during construction** to maintain access to Magnolia. Minimize, to the extent possible, other impacts associated with construction of the new facility.
- **Minimize localized impacts** on Magnolia residents and the community (e.g., noise, interruptions in traffic flow and patterns, etc) by either maintaining the current location of the bridge or creating a transportation solution that adequately disperses traffic throughout Magnolia (and does not disproportionately congest smaller existing roads or intersections). Additional neighborhood impacts highlighted included displacement of homes and residents, construction impacts, aesthetic changes, and local impacts on businesses.
- **Maintain aesthetic qualities of the area** (e.g., scenic views from the bridge, attractive design of the current bridge, etc.), and do not impact existing view corridors with the new facility.
- **Maintain Magnolia’s “community feel”** by creating a replacement facility aesthetically and functionally congruent with the neighborhood and community values of Magnolia (e.g., safe, not a destination location, quiet, etc.). A tension exists between those who want to increase access to Magnolia and commercial establishments, and those who think that limited access is acceptable to ensure Magnolia’s neighborhood feel.
- **Improve direct access between Elliott Bay Marina and the Magnolia Bridge.** Connection and access to the Elliott Bay Marina and waterfront is difficult – a missed opportunity that many community members are excited about improving.
- **Create an at-grade access point to improve emergency access.** With only three entrances to Magnolia, all of which are bridges, access to and from the neighborhood during emergency situations can be difficult. The new facility should provide improved emergency access to and from Magnolia, which might best be achieved with a route that remains on the surface to the extent possible.
- **Create a facility that continues to funnel cars towards, and thus protects, Magnolia Village businesses.** Moving the bridge’s location could hurt Magnolia businesses if traffic is diverted elsewhere and convenient routes to the Village are not maintained. This sentiment, while widely voiced, was balanced against some commenters who warned against routing too many vehicles through the Village and compromising the neighborly, pedestrian-friendly feels.
- **Alignment preferences varied considerably**, from those who support maintaining a bridge in its current location (preserving the historic “gateway” to Magnolia and minimizing changes to local commute routes) to those who expressed concerns more focused on the bridge’s functionality (e.g., provide convenience, a direct route, multiple access points, etc.). General input

encouraged the design of a facility that supports efficient, free-flowing traffic, limits congestion, and precludes speeding. The public is sensitive about commute times (do not lengthen them by moving the bridge too far north), maintaining efficient access to southern and western Magnolia from the 15<sup>th</sup> Avenue/Elliott Avenue corridor, and limiting traffic impacts on neighborhood streets not designed to carry higher volumes.

Specific alignment possibilities included building a bridge in the same corridor, extending a surface road along the waterfront and connecting with 32<sup>nd</sup> Avenue, moving the bridge north and connecting to Thorndyke, or a combination of these to develop a fourth access point. Comments were also submitted that opposed each of these alignment suggestions.

- **Stay on target in terms of cost and schedule** (do not spend the entire budget on planning, studies, and consultants). Concern was also raised about how funding will be obtained (Magnolia resident's don't want to be disproportionately burdened with higher taxes.)
- **Create a safer facility in terms of seismic events and landslides.** Many commenters are excited about creating a new bridge that greatly reduces potential disruptions caused by earthquakes and landslides, as well as improves access to Magnolia. Geologic and soil-stability limitations were also mentioned as primary challenges for the project team to overcome.
- **Create a facility that is capable of linking with present and future multi-modal transportation opportunities.** Coordination with monorail, streetcar, and other transit opportunities, as well as with bike and pedestrian paths, were often mentioned as important factors in project design.
- **Make the solution long-term and reliable.** Do it right the first time!
- **Create a facility that will serve future (and as yet undefined) uses in the uplands area.** Future development of the area is not yet planned, but design of the facility (to the extent possible) should not limit potential development scenarios.
- **Consider public input.** Members of the public appreciate the chance to voice their opinions (and be seriously considered) prior to project team decisions. One of the largest challenges cited by several commenters was the ability of the project team to reach consensus among disparate stakeholders, as well as the ability to battle "not in my backyard" (NIMBY) attitudes.

### Comment Sheet Specifics

While the common themes expressed above were mentioned repeatedly on the comment sheets, some points were emphasized more than others depending on the specific question. Question-specific summaries are provided below.

**What are the three most important factors we should consider when designing a replacement for the Magnolia Bridge?**

A wide variety of important factors (nearly all of those mentioned in the general summary) were listed in response to this question. Most frequently mentioned factors included maintaining access during construction, minimizing neighborhood impacts, and enhancing local traffic flow. The public also identified a variety of specific alignment preferences.

**What excites you the most about replacing the Magnolia Bridge? What opportunities exist?**

The most frequently cited reason for excitement among responders was improving the safety of the route in terms of seismic and landslide threats. Opportunities to create new and innovative entrances to the community that would improve local traffic flows and access to Magnolia Village were also listed as reasons for excitement. The public also noted its appreciation for the opportunity to provide public input into project decisions.

Several community members also expressed skepticism and negativity about the project, voicing concern that impacts would be inconvenient and difficult to endure, and that the new facility could change Magnolia's character. (As one responder noted, "It's about as exciting as a bad headache.")

**What are the most significant challenges we will face in replacing the Magnolia Bridge?**

Many responses to this question focused on the challenge of reaching consensus among project stakeholders. The opposition of residents with NIMBY attitudes will also present an obstacle to project success. Other frequently mentioned challenges included minimizing impacts associated with construction, the immediate neighborhood, and traffic/congestion.

**The Magnolia Bridge Project will be a success if:**

A fairly even distribution of responses covered a variety of the main topics discussed in the general description. Particular emphasis was placed on meeting schedule, budget, and project goals (without weighing one group's needs or protests more heavily than others), improving local traffic/travel patterns, and limiting neighborhood impacts.

**Additional comments:**

Most additional comments centered on each commenter's personal preference for a specific alignment option. Several comments were phrased in the negative (i.e., "Don't place the bridge here..."). Other topics mentioned included praise for public involvement efforts, protection of Magnolia Village business interests, minimizing neighborhood impacts, mitigating construction impacts, and creating a safe facility.

### **Flipchart Summary**

Many issues noted on flipcharts duplicated those conveyed on comment sheets. Common issues recorded included:

- Improving access to Elliott Bay Marina and the local waterfront
- Protecting Magnolia Village business interests
- Remediating landslide/seismic safety issues
- Completing the project on time, on budget, and correctly the first time
- Minimizing neighborhood impacts
- Considering aesthetic impacts and attractive design features
- Facilitating multi-modal transit connections
- Limiting construction impacts
- Preserving local community values
- Providing emergency evacuation route(s)
- Complying with environmental regulations (particularly shoreline regulations associated with the 32<sup>nd</sup> Avenue waterfront alignment).

Input recorded on flipcharts placed more emphasis than comment forms on the desire for bike and pedestrian accommodations, careful consideration of open space and park resources in the area, and specific design and alignment requests and suggestions.

## **Attachment A: Flipchart Notes**

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### **Common Themes, Pubic Involvement (Brad Hoff, EnviroIssues)**

- Access to Marina (with two check marks)
- Magnolia Village lifeline
- Pedestrian access to waterfront
- Reduce speed after getting off bridge; must enforce the speed limit
- Access to Magnolia from the water
- Increased traffic patterns on 15<sup>th</sup> and Mercer access to I-5
- What will Port Commission do with the land if the bridge is relocated – if waterfront hotels and large office space, access is further congested
- Improve seismic/landslide safety
- Diffuse traffic as it “lands” on Magnolia (with two check marks)
- If a new bridge is constructed, the design should represent Magnolia’s historical architecture
- You have already messed up entrance to the bridge with the Immunex flyover. There are probably 50-60 cars that enter Magnolia for every 1 car that goes to the now reduced facility for Immunex. Driving a normal speed requires braking to make the turn – evidence the barriers that are already broken! What confidence do you instill in Magnolia residents to do the job right? Where is the money?
- Want less freight going by residential areas
- Views from bridge are not important and are potentially a safety hazard
- Better signage – people are frequently lost
- Bicycle improvements important
- Views from bridge are key
- Junction at 15<sup>th</sup> is a mess – needs to flow freely
- Explore parks space by land before bridge “at top” on south side – maybe navy and airport signal tower
- Explore monorail parking under bridge
- Pedestrian connection to bridge needs to be on the west side of BNSF tracks and updated to include bike escort path
- Think biking and pedestrian safety and easy access!!!
- Include bike ramps (smooth paths along the edge of steps that allow cyclists to easily walk their bikes up stairs) on pedestrian bridges
- Connect bike lanes on bridge directly to bike path at Myrtle Edwards Park
- Pro-ground level routes: Why build a bridge in a seismic-sensitive area when you have an alternative route?
- Where is the money going to come from?
- Avoid impacting open spaces and parks (bluff, 32<sup>nd</sup> waterfront access, greenbelts) at all costs! We do not need transportation at a loss of parks.

### **Urban Design Opportunities (Lesley Bain, Weinstein Copeland)**

- Keep access during construction
- Why replace a bridge that you know is vulnerable? On a volatile hillside?

- Speed at the west end of bridge is terrible and unsafe (three check marks)
- Clise bypass is important so McGraw is pedestrian friendly
- Consider access during construction
- Consider “Y” at approach to Magnolia to split traffic
- Use paved at-grade surface as temporary access to 23<sup>rd</sup>? or 21<sup>st</sup>?
- Consider “ravine” route past marina
- Street pattern on Magnolia should be improved to match access
- “Gateway” to Magnolia = existing route = sense of place
- Consider Olmsted Plan
- Multiple connections/diffusion
- Existing connection not necessary to reuse (3 check marks) – look at 23<sup>rd</sup> or ravine or Thorndyke
- Address “center of hill”
- Ravine connection
- Newton/23<sup>rd</sup> access point affects many residences
- Pedestrian/bike access at Galer Flyover (East end) from Queen Anne slope (in future?) (2 check marks)
- Bike access across 90/91 N, S, E, W (2 check marks)
- More than 1 way off Magnolia during construction
- Thorndyke connection affects many residences (2 check marks)
- Flow onto 15<sup>th</sup> needs to be safer
- Thorndyke not safe in current configuration
- 32<sup>nd</sup>/ravine route is direct and gets to water – Beautiful (minimal impact) (4 check marks)
- Slope at east bluff a problem
- Wheeler = “Straight shot”
- Blaine/Thorndyke is a connection point
- Evacuation route needed – earthquake safety
- Multiple connections
- Connect to business community
- Ravine route raises shoreline issues
- 23<sup>rd</sup>/Newton affects residences
- Connect Magnolia to waterfront – Smith Cove Park
- Flyover to Ravine = least expensive?
- Only 1 access (Garfield) that serve west side
- Would the 32<sup>nd</sup> route disrupt the character of the park above? And houses along the ravine?
- People speed on the bridge and into Magnolia because they are frustrated waiting in traffic on 15<sup>th</sup>/Elliott
- Improve Pedestrian crossing on west side of tracks
- Consider use of fenced-off potential viewpoint
- Avoid impacts to parks/open space especially waterfront access!
- Consider more central connection to population (Central Thorndyke)
- Flyover congested

### **Connections We've Heard (Lamar Scott, Andrew Laski, KPFF)**

- Has anyone considered a tunnel under the railroad and implications?
- Or water access to Magnolia – good evacuation plan if bridges fail because of “likely” slope slippage or earthquake?
- Please consider traffic flow to the west hill – current route allows use of Clise/village bypass. Moving bridge entrance north may force traffic through McGraw, which would make the village a thoroughfare
- Stat on households please – we (Magnolia Historical Society) thinks it might be a little different (more steady ... new DCLU allowable density in areas (many critical – 40% slope – not sticking to single residence ideal – (given/taken to/from Magnolia in Urban History Plan under Rice may be a case for stats being more “right” this decade – Big? [I believe this commenter would like accurate household statistics and population density information, and wants assurance that assumptions made about the project and local land uses will be based on correct information.]
- Concerned that if replacement bridge moved too far north will disrupt village business and make commute for west side Magnolia much longer
- 32<sup>nd</sup> is not a good place for traffic to merge onto – playfields, school – too many kids crossing the street and school buses – not safe

### **Transportation (Don Samdahl, Marai)**

- What is the proportion of nonresidents on the bridge? (such as playfield users) – Business/residential?
- What are the accidents at the new ramp at Galer St?
- If the bridge is moved further north than present it will cause greater congestion with the Dravus Street and Thorndyke Street traffic!
- School bus use of bridge? – not supposed to use? Use new flyover.
- Transit routes
- Connect to central Thorndyke – More center of Magnolia population; Lower elevation – lower profile bridge

### **Environment (Richard Butler, Shapiro)**

- Thorndyke access – narrow streets to village problematic
- 32<sup>nd</sup> Ave minimum impact compared to other routes
- Natural sound barrier
- Few residents on 32<sup>nd</sup>
- 32<sup>nd</sup> ends up as a spoke to disperse traffic at south edge of village
- Why not repair the bridge?
- [Response to comment above] No! Millions have been [spent] to try – mother nature will win.
- Send bridge to central Thorndyke – more central to population
- Lower level option has adverse impacts on shoreline, including Smith Cove and Navy land that may be incorporated into Smith Cove Park.



- No lower level shoreline road! – It's a beautiful shoreline and is walked on during low tides!
- Replace bridge with road going up the hill. Lowest cost and fast.
- EIS & shorelines will never go for 32<sup>nd</sup>. AH through shoreline ravine. Houses on ravine would love it, they been for sale
- Need to feed traffic to Village and to Magnolia Boulevard rather than using side streets
- Absolutely no lower level shoreline road!!! Keep the bridge where it is.
- Make our street better for kids! (28<sup>th</sup>)

## Attachment B: Comment Forms

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Information from individual comment forms is recorded below verbatim. Horizontal lines separate the contents of individual comment sheets.

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Three most important factors:

- Efficient traffic distribution into neighborhood
- Maintain access during construction
- Create new direct access to marina

Excites/Opportunities:

- Earthquake/slide damage prevention
- Coordination with monorail and streetcar opportunities
- Access to marina

Challenges:

- Maintaining access over current bridge during construction to help businesses and commuters
- Environmental impact if alternate route chosen
- Poor distribution of traffic into neighborhoods

Will be a success if:

- It is well designed, constructed, and built on budget
  - Construction is not dictated by "NIMBY" attitude
  - Increases in traffic volume are incorporated in design for next 50 years
- 

Three most important factors:

- Do not by-pass Magnolia Village
  - Access from Magnolia to the marina
  - Emergency evacuation routes
- 

Three most important factors:

- Residents have invested in their properties based on the current bridge locations, traffic flows etc. The new bridge should be located as close as possible to the current one and try to keep the same traffic flows.
- Keep the "neighborhood" feel of the overall community--we know it is not always "easy" for others to visit our area (that's OK).

Challenges:

- Displacement of homes
- Increased traffic on some roads

Will be a success if:

- People's driving routines/routes are changed as little as possible
-

Three most important factors:

- Maintain current location and view / gateway to Magnolia
- Historical significance of bridge location and Frederick Law Olmstead
- Concerns of Magnolia community and sense of place

Excites/Opportunities:

- That the City/Port of Seattle destroys a beautiful community with historical significance just for monetary gain and port access!! A crime.

Will be a success if:

- Stays in current location
  - Maintain view while traveling up bridge
  - Connection to village
- 

Three most important factors:

- Cost
- Improve access to Magnolia business district
- Timely completion

Excites/Opportunities:

- Current bridge is a life/safety hazard due to its design. New bridge should greatly reduce potential disruption from earthquake and landslide as well as improving access to Magnolia.

Challenges:

- Reaching a community agreement on new bridge location that is affordable, improves access to and from the community and allows completion in a timely manner.

Will be a success if:

- Project complete on time and within budget
- Disruption to community is minimized
- Bridge is earthquake and land slide resistant

Additional:

- I favor the possible "marina" route.
- 

Three most important factors:

- Convenience
- Safety
- Cost

Excites/Opportunities:

- Building a safer route into Magnolia.
- Making it more convenient for businesses in the Magnolia village
- Easier access to the marina

Challenges:

- Cost, relocation of people and their homes. And, of course, getting everyone to agree!! Much less, getting it done on time.

Will be a success if:

- All of the above are achieved.

Additional:

- Marina road plan is favored here.
- 

Three most important factors:

- Impact on residences
- Impact on the "village"

Excites/Opportunities:

- It's about as exciting as a bad headache. If it must be done-- do it right the first time. Don't spend all the money on planning.

Challenges:

- Location--steep bluff, landfill areas, rail lines -- not to mention residents' outrage.

Will be a success if:

- It serves our needs--not the needs of contractors

Additional:

- Use as much as possible of the existing bridge and build the part that must be replaced where it now exists. We can stand a little inconvenience for a lifetime of a new bridge in its EXISTING location.
- 

Three most important factors:

- Efficient traffic flow
- Minimize impact on existing community
- Connecting with present and future transit modes

Excites/Opportunities:

- Reducing traffic on residential streets
- Opportunity to extend Marina road to a connection with 32nd Ave, and thus a direct, low impact route into the heart of Magnolia.

Challenges:

- Over some status quo, change the NIMBY syndrome, convincing people that the benefits outweigh the temporary troubles.

Will be a success if:

- It comes close to meeting 1, 2 and 3 above.

Additional:

- Thanks for the preliminary work, for involving citizens, residents, business interests, environmentalists, marina access, etc.
- 

Three most important factors:

- Traffic congestion
- Impact on Magnolia

Excites/Opportunities:

- Build the bridge in the same location

Challenges:

- Do not disturb a first-class neighborhood

Will be a success if:

- If any change doesn't disturb traffic patterns on Magnolia
- 

Three most important factors:

- Most direct route
- Enough thoroughfares to serve all destinations
- Do not negatively impact present structures

Excites/Opportunities:

- Moving to a permanent structure that compliments the approach to Magnolia

Challenges:

- Traffic by-passed to handle 1/3 of traffic that presently used the present bridge

Will be a success if:

- It properly serves the traffic needs
  - It is pleasantly designed
  - It serves the Magnolia and Interbay properties
- 

Three most important factors:

- Traffic flow
- Cost

Challenges:

- Maintain existing traffic flow
- Bridge construction in unstable area

Will be a success if:

- Planning stage does not drag on
- 

Three most important factors:

- Impact
- Long-term, reliable use

Excites/Opportunities:

- 32nd would be the best route
- It ends in a spoke to disperse traffic in all directions
- Less neighborhood impact

Challenges:

- Keeping everyone happy
- Designing a successful route

Will be a success if:

- See above
- 

I am in favor of GROUND LEVEL proposal. Why build a bridge in a seismic-sensitive area when there are ground-level alternatives which would probably cost less to construct and maintain?

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Three most important factors:

- Please eliminate the Magnolia Bridge "speedway".
- Please design a replacement that says, "you are entering a residential neighborhood".
- Please make sure the replacement will last a long time.

Excites/Opportunities:

- Find a new route into Magnolia. Entry by way of the marina route will be good for marina businesses as well as Magnolia village.

Challenges:

- It's really big. Where does all the old concrete go? What about construction noise?

Will be a success if:

- You find a great alternate route
- Do it soon
- Don't spend all your money on consultants.

Additional:

- Again, please don't build a freeway for arrogant SUV drivers.

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Newton is a complete neighborhood with a lot of new construction. What about Plymouth St.? "NOT Newton". Thank you.

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Three most important factors:

- Do we really need a new bridge vs. repair?
- Enhancement to Magnolia, not a detriment
- Do not disrupt traffic during construction

Excites/Opportunities:

- Afraid I am not all that excited.

Challenges:

- Getting a design people agree on
- Cost
- Limiting disruption

Will be a success if:

- It enhances the flow of traffic
- Does not add to commute time

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Three most important factors:

- Effects on Magnolia village
- Don't lengthen commute by moving bridge too far north
- Consider putting fourth entry to Magnolia

Excites/Opportunities:

- Possible fourth entry to Magnolia

Challenges:

- Funding
- Traffic during construction period

Will be a success if:

- End result is more stable
  - Traffic patterns are improved or at least not disrupted
  - Character of Magnolia is preserved
- 

Three most important factors:

- Efficient access to the south side from 15th (maintaining same route)
- Cost-effective
- Design--it should architecturally/aesthetically represent what Magnolia is about -- not ruin what is enjoyable about Magnolia views etc...

Excites/Opportunities:

- To have a structurally sound way to come home. But, I am not excited by the current proposals other than replacing the current bridge--especially routing us through Interbay. Magnolia surface streets I do not think can handle the latter.

Challenges:

- Coming up with a justification of why we shouldn't just replace the unstable portion of the bridge with a new structure.

Will be a success if:

- Keeps efficient access for south-end residents
  - Maintains "quality of living issues", I.e.: views, access, noise, beauty of entrance
- 

Three most important factors:

- Access to and from Magnolia village
- Traffic congestion
- Easy access for all the residents on the east side of Magnolia

Excites/Opportunities:

- Stability of the bridge to withstand earthquakes

Challenges:

- Everyone's different ideas
- Least impact on Magnolia
- Least cost (our taxes are high enough, not everyone in Magnolia is rich!)

Will be a success if:

- You leave it where it is and upgrade or build a new one there

Additional:

- I would adamantly object to moving the new access along the water--it would take me three times longer to get to my home.
  - I object to moving the bridge further north-- to increase congestion with Dravus St.
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Please examine closely the interaction between the Clise by-pass and McGraw/village traffic. Forcing west hill traffic down McGraw may hurt the village and make it pedestrian un-friendly.

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Three most important factors:

- Location, keeping in same southern vicinity
- View connection to Elliott Bay and downtown
- Bicycle friendly

Excites/Opportunities:

- Better accommodation for #2 and #3 above.

Challenges:

- Speed transition from bridge to neighborhood
- Not disrupting the neighborhood where bridge lets out
- Aesthetically pleasing structure

Will be a success if:

- Budget is met
  - View connections maintained/improved
  - Way-finding is clear
- 

Three important factors:

- Avoid neighborhood impacts in implementing plans (noise, detours, interruptions to traffic flow)
- Improve seismic/landslide safety
- Design for free-flowing traffic with alternate routes available

Excite/Opportunities:

- Living right above the bridge and using it daily, I have been most concerned about the impact of seismic activity on the safety of users. Top-of-the-line engineering for safety and pleasing aesthetics excite me the most.

Challenges:

- Dravus needs work since it is inadequate for the amount of traffic it already handles and is destined to handle in the future. Moreover, it is important to preserve the peace and quiet of homeowners by maintaining its neighborhood feel.

Will be a success if:

- The view is not marred by construction
- The ambience of the Magnolia community is preserved
- The traffic flow is safe, smooth, convenient throughout construction and thereafter

Additional:

- Implementing a plan that distances Magnolia residents from unnecessary intrusion of eye-sores, noise, traffic build-ups, and slide/seismic dangers is important to me and no doubt to my neighbors.
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Three important factors:

- Keeping old bridge in operation to max extent while constructing old one
- Maintaining efficient flow of traffic from 15th Ave
- Providing easy access to South end of Magnolia
- Protecting Magnolia business district

Excites/Opportunities:

- Replacing old bridge before it falls down.

Successful if:

- Replaces old bridge
  - Protects Magnolia Business District and maintains easy access to south Magnolia
  - 15th Ave traffic is not impeded
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Three important factors:

- Access from bridge entrance to West hill. East hill access is easy!
- Not forcing traffic down McGraw/Village to access West hill
- Easy access from 15th - no new lights or longer commute

Excites/Opportunities:

- I like the current bridge. Works well. Only thing I would change is Marina access.

Challenges:

- Managing traffic to the West hill
- Down time - I'd rather go without a bridge for a year and have the current alignment maintained than have an entrance moved north.

Successful if:

- Current easy access is maintained
  - Marina is accessible
  - Village stays pedestrian friendly - need to maintain use of Clise bypass
- 

Three important factors:

- Current bridge remains open during construction
- Ease of access
- Do not route vehicles through the village

Excites/Opportunities:

- Improve traffic flow

Challenges:

- Not to disrupt the "feel" of Magnolia - I.e., pedestrian-friendly village, main traffic routes are not through residential streets

Successful if:

- Items 1-3 in the first question are met.

Additional:

- Maintain easy access to west/south Magnolia
  - Ensure current bridge remains open during construction
  - Ensure entrance/exit to new bridge minimally impacts existing residential streets
-

Enforce speed limit of 30 MPH across the bridge. Between 29th and the blind curve enforce the 25 MPH speed signs.

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Three important factors:

- Impact on the neighborhoods
- Direct (as possible) access to business district
- Keeping current access during re-design

Excites/Opportunities:

- It's fear, not excitement
- Opportunity for Magnolia residents to input decisions that effect their daily lives
- Environmentally and neighborhood friendly access via bridge

Challenges:

- Meeting the concerns/ideas of Magnolia residents
- Costs
- Timeline to complete work
- Keeping access open

Successful if:

- It bypasses the neighborhoods
- It is build near the current bridge, or
- Repair the current bridge

Additional:

- Why not fix the bridge?